

PIRATES ON THE WEST RIVER.

[From the *Yan Yai Po*.]

While the British Steam-launch *Wing Shan* was towing a junk to Pak Lai on the 2nd instant, she was fired upon by some robbers who were on the shore near the boundary of Far Yen; they called upon her to stop, but the Captain, seeing that the robbers were a good distance away, paid no attention to them, but put his launch full speed ahead, and escaped receiving very little damage from the rifle fire.

On the 5th instant the steam launch *Lee Yuen* was towing a junk from Canton up the West River and was fired upon by some robbers who were stationed on the Nam Yip sand-banks. The Captain, fearing for the safety of his launch, returned to Canton. A few days afterwards, the launch *Lee Loy*, passing the same place, was fired upon from both banks, but fortunately was proceeding at a good speed and was therefore able to get out of range without receiving any serious damage. On the 14th instant a junk from Kuen was sailing to Pak Shan and, when near the mouth of a small creek, was boarded by some pirates, who after stealing about \$500 from the passengers left her to proceed on her voyage.

T'AIYUANFU, SHANSI.

October 20th.

Mr. P. H. Chih has left us for Peking. There is a report abroad that his friends at the capital are interesting themselves to secure his reappointment to Shansi. The report is probably baseless, since Wang Chih-ch'ün has already been gazetted to the Governorship. Our late Governor certainly wished to see reforms. The task was not an easy one. Those whom he sought to help were the very first to resent the changes he inaugurated. At their introduction the attempted reforms were lacking in the spring and go which would have inspired confidence. If only a capable European administrator could be settled at each Provincial capital to advise the Governor concerning reform schemes, measures would halt less and not so often court defeat. Hesitation arising from want of knowledge begets a distrust which is fatal to the best of reforms.

A DEATH.
News reached us of the death of Miss Thompson of Tating a few days ago, after only a short illness. The lady had been visiting in Taiyuanfu two months ago, so that tidings of the death of one who had then seemed so well came with more of a shock.

VISITORS.
Mr. B. Twyman of H.B.M. Consular Service passed through on his way to Peking by the North Road.

Mr. and Mrs. Jimman of Sweden, who are a deputation sent out to report on the work of the Swedish Mission in China, were also with us for a couple of days. They had a good journey and had held several interesting conferences with the missionaries at various centres.

THE AUTUMN CROP
has been in most places in this part of Shansi, an almost total failure owing to the drought. Food stuffs are twice the price they were some two months ago and are still rising. Famine is too strong a word to use at present, but unless other districts have been more fruitful, I fear we may have something of a famine ahead of us.—N. C. D. News Cor.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

[From the *Money Market Review* of October 21st, 1899.]

An extraordinary general meeting of this company was held on Wednesday, the 18th instant, at the Cannon-street Hotel; Mr. John Howard Gwyther (the chairman) presiding.

The Manager having read the notice calling the meeting.

The Chairman said: Once more the Directors come before you with the pleasant proposal that you should authorise the payment of a satisfactory dividend. During the current year the opportunities for substantial earnings have been few, but the results, so far, although below those obtained in 1897 and 1898, justify us in recommending a continuance of profit division upon previous lines. Our managers at home and abroad have been assiduous in their endeavours to safeguard our interests and our funds over to the best advantage, but we must not expect immediate results. During recent years we have fortunately escaped serious losses, and that greatly accounts for the satisfactory balance sheets we have presented to you of late. As regards the ultimate result of our working for the current year, I cannot point the present position in roseate hues, seeing that we now have war, with its attendant evils. As a result we have to expect a great stringency in the London money market, which does not suit foreign banks, and a shrinkage in the price of all gold-edged securities, which affects the value of our reserve fund investments. It is generally admitted that the external trade of India is over-supplied with banking facilities, and in proof thereof I would call attention to the intense competition which exists in the weekly tenders for Council bills. The rates obtained are so high, compared with the price of commercial bills in Bombay and Calcutta, as only to allow of an infinitesimal profit. You will naturally ask why does such continuous unwise competition exist. I can only answer that too much capital is employed in exchange business, and that with quicker communication the volume of money which was formerly in former years must be greatly diminished before we can see results adequate to the risks run and the upkeep of costly establishments. It may be in your recollection that twelve months ago I pointed out the great anomaly of bloated balances in the India Treasury concurrent with a dearth of loanable capital in commercial circles, which is usually the case for two or three months in the spring, when the Burma and Bombay exports are in full swing, and I suggested that the Government should lend a portion of their money to the Presidency banks upon approved securities as an occasion required. The Bombay Commercial Commission followed up my remarks by a similar recommendation to the new Viceroy upon his arrival in India, and I trust that Lord Curzon will take steps to remedy the evil. As you all know, the Currency Commission has made its report, and the result is *the state quo ante bellum*; the "limping standard" remains, you can obtain silver for gold, but not the converse, and therefore there is still no fixity of exchange. A point of some importance to us was raised as a side issue in the course of the inquiry—I mean the question of a State bank in India—and although I am free to confess that I can see no connection between standard and this subject, yet I deem the present a fitting opportunity to controvert the suggestion then made. Some of the leading financiers of this country supported the idea of a State bank having a colossal capital, which would absorb the existing Presidency banks on the plea that

the resources of these banks are insufficient for the internal trade of the country which they allege is greatly languishing for lack of banking facilities. Now, if these gentlemen had stated that there was a want for a financial institution such as a "Crédit Foncier" to lend money upon "immovable" securities, there would have been a reasonableness in their contention, but no Government would dream of employing as its bankers such an institution. An ordinary bank should not use its funds in such manner, and very properly a State or Presidency bank is compelled to carry on its business on even stricter lines of caution and ready convertibility. I am not here to hold a brief for the Presidency banks, who can well look after their own interests, but I am quite certain, if they found that more money could be properly and profitably invested, they would readily double or treble their present capital. If it were found expedient for State reasons to merge the three existing concerns into one institution, I dare say an equitable method of amalgamation could be found, but I much doubt whether, from a business point of view, such a change would be advantageous. The Presidencies are so vast, and have each so diverse a fashion of trade, that, probably, the present division of interests is preferable. Furthermore, if the Mofussil had offered favourable fields for legitimate banking, we and the other private banks would long ago have exploited the large centres of population. Unfortunately the climatic outlook in India is by no means satisfactory. The rainfall in many districts of Bengal has been abnormally heavy, causing a shortage of the indigo crop, whilst on the western side of the country, thanks to a great drought, relief works have already been established. Fortunately the revenues are very flourishing, and the probability is that the Government will not be inclined to raise loans for the necessary expenditure. Before I set down I must make special reference to the great loss we have sustained through the death of Mr. Thomas Forrest, who we had hoped would have occupied the position of chief manager for many years to come. He was a man of exceptional ability, commanding the full confidence of the Directors and the loyal co-operation of the staff, because each and all felt that he was "the right man in the right place." As his successors we have appointed Mr. W. A. Main and Mr. C. Lewis, who have faithfully served the bank for many years, and who, we are fully persuaded, will, by the exercise of past experience, whilst dealing liberally with our customers, uphold the bank's long-established character for prudence and consequent high credit. I have now to move—

"That an interim dividend for the half-year ended the 30th of June last, at the rate of 10 per cent. per annum, free of income-tax, be now declared, payable on and after the 25th inst." (Applause.)

Mr. E. Levita seconded the resolution, which was unanimously agreed to.

Mr. Benjamin Smyth proposed a vote of thanks to the Directors and staff at home and abroad for their successful management of the bank.

William Robinson, G.M.C., seconded the motion, which was very cordially received. The proceedings then terminated.

WAR TELEGRAMS.

(Java Papers.)

THE HAGUE, November 3rd.
The total of the English killed, wounded and prisoners stated yesterday as amounting to 3,500 is incorrect. This figure refers to the total of these in Natal up to the 1st inst.

The latest news from Capetown.
The English government does not publish any more war telegrams.

There is no longer any communication with Ladysmith.

The London papers contradict the news that the railway between Durban and Ladysmith is in possession of the Boers and also that these have taken Colenso.

A brokers firm at Rotterdam has received telegraphic orders from London to ship nothing more to the Straits Settlements.

The *Laconia* says: The French press generally applauds the Boers heartily. The Transvaal flag was displayed from the windows of the office of *La Patrie*.

The *Figaro* compares General White who took the responsibility for the capitulation of the left flank of his brigade, with the great heroes of ancient history. The Belgian press is jubilant, the Italian press sympathises with the Boers. The English, German and Austrian presses say that the British Government has dangerously underrated the strength of the Boers.

The *Possibile Zeitung* is of opinion that General White has not justified the expectations which were entertained of him.

The Russian press rejoices in the defeat of the English, while it also recommends the interference of the Powers.

The *Münchener Allgemeine Zeitung* contradicts the statement that an arrangement has been made between England and Portugal with regard to Delagoa Bay.

A rumour is current that France should have demanded the declaration of neutrality of Delagoa Bay.

THE HAGUE, November 4th.
The Boers have blown up the railway bridge at Colenso.

The English have been forced to surrender Colenso. Telegrams from Capetown announce that the battle near Ladysmith may commence any moment.

General Buller has protested against the use of Lyddite shell.

THE HAGUE, November 5th.
The *Charge d'Affaires* of the South African Republic, Dr. Leyds, has from Brussels assured the *Algemeen Handelsblad* that France, Germany and Russia will interfere.

Later.
The *Algemeen Handelsblad* has published an bulletin, a telegram, not printed in the paper, in which it is stated (from English sources, that the Boers have obtained a new victory near Beestersburg. The Boers are bombarding Fort Wylie (to the south of Colenso) near a railway bridge over the Tugela river. The report that they have blown up the railway bridge near Colenso is contradicted. Most of the telegrams of these last few days make it impossible to form a correct opinion of the situation.

A second Netherlands Ambulance starts for the Orange Free State.

THE HAGUE, November 3rd.
Yesterday a pier belonging to the railway between Antwerp and Gent collapsed at Antwerp. Several people fell into the water and were drowned. Ten bodies have been found.

The Municipality of Paris has accepted a motion disapproving of the Transvaal war and expressing their sympathy with the Boers.

THE HAGUE, November 6th.
Continual small encounters took place at Kimberley and Mafeking between the artillery and mounted infantry of both parties. According to some agencies the Boer Commander Cronje has been made a prisoner of war.

The reports about Colenso are all contradictory. The war correspondent of the *Standard* wires about the battle near Beestersburg, but does not say that the English have overpowered the Boer camp there.

The friends of the Boers are all astonished that General Buller still persists in making

a general attack on the brigade of General White.

THE HAGUE, November 7th.
According to the *Times* the English garrison of Colenso has surrendered to the Boers and the English Garrison of Ladysmith, who are nearly out of food and ammunition, will have soon to follow.

The reports of the fighting are satisfactory for the Boers, the English commence to lose faith in the result of their artillery.

The Boers have silenced the artillery from Fort Wylie near the Railway bridge over the Tugela river.

THE HAGUE, November 7th.
It is reported that Cronje, one of the Transvaal military leaders, has been taken prisoner. It is confidently asserted that the garrison of Colenso has surrendered to the Boers. Ladysmith is without supplies, and the surrender of the town is shortly expected. The War Department in London is convinced that the garrison of Fort Wylie near Ladysmith have been made prisoners by the Boers. Several British, Russian, and French newspapers strongly urge the intervention of Russia. Two hundred of the inhabitants of Kimberley have requested the military commandant there to distribute arms among the natives around.

WAR NEWS BY WIRE.
From Various Sources.

The Nicholson's Nek Disaster.
LONDON, 22nd November.

The objective of Colonel Nicholson's ill-fated column was to seize Nicholson's Nek, a narrow part of the Helmspruit—a tributary of the Klip River—rising a few miles from Ladysmith. The General Orders were to sever from the main body a large force of Boers encamped at Dewdrop Farm. Possibly, the rolling boulders formed the signal for the Cape mule boys, whom the *Times* plainly suspects of treachery. After the stampede of the mules, it would have been wiser to retire on Ladysmith, but Colonel Nicholson, doubtless determined to follow out his orders, engaged the enemy's right flank until reinforced. Meanwhile he seized the hill parallel to the stream, erected breastworks, and received the attack from the encircling forces of Boers at daybreak, with bayonets fixed. The troops husbanded their hundred rounds of ammunition for ten hours; but at length the enemy, strongly reinforced, pressed the Gloucesters back, and at shortened range rapidly finished the deadly tussle. The number of killed is at present unreported.

Opinion on the Disaster.
The War correspondents are restricted to 200 words daily. The better-class French papers in particular admire General White's ready acceptance of all blame. The sympathy expressed in the American and Colonial Press is widespread and sincere; and the Canadians offer a second contingent.

Pending details of the action at Ladysmith, home opinion is tolerant. Experts assert that if explanations are forthcoming concerning the failure to keep up communications with the captured column, then General White's conduct of the campaign, considering everything, will bear scrutiny.

Lord Rosebery, speaking at Edinburgh last night, said: "We, as usual, begin badly, owing to some mysterious unaccountable influence which prevails over our preparations. The war may," he continued, "cost more battalions and undreamt of millions; but one thing is certain, we mean to see this thing right through."

More Details.
BOMBAY, November 3rd.

Further particulars of the disaster at Ladysmith are supplied by the war correspondent of the *Central News*, who visited the scene of the conflict and saw twenty dead and over one hundred wounded collected; while the prisoners totalled 870. The troops fought seven hours before they were compelled to surrender by want of ammunition.

Preparations at De Aar.
A telegram from De Aar, dated Wednesday, relating to plans of General Buller, states that part of his force will concentrate at De Aar for the purpose of invading the Orange Free State. Preparations are incessantly going on; and thousands of mules, conveying war material, are being hurried forward. A force is also being organised for the immediate relief of Kimberley; and, after clearing out the enemy there, it will continue its march to Mafeking.

Killed and Wounded.
LONDON, November 3rd.

In Monday's action near Ladysmith six officers were killed and nine wounded; and 54 men were killed and 231 wounded.

KILLED.
Royal Artillery—Lieut. Macdonnell. King's Royal Rifles—Major Meyers and Lieuts. Marsden and Forster. Major Edward Gray, R.A.M.C., Natal Rifles—Lieut. Chapman.

WOUNDED.
Royal Artillery—Major Dawkins and Lieut. Bolcher. King's Royal Rifles—Major Riddell and Lieut. Johnson. Irish Fusiliers—Captains Rice and Silver. Gloucesters—Captains Fyfe, Stayer, and Wilcock.

Armistice at Ladysmith.
BOMBAY, November 4th.

A *Bombay Gazette* cablegram gives further details of the Ladysmith engagement. The King's Royal Rifles suffered severely on Monday; and the Artillery likewise lost heavily. In addition to the heavy loss on the British side, the Boer losses were terrific. The greatest havoc was caused by our Artillery. A local armistice was concluded after the battle on Monday evening, and the wounded were attended to and the dead buried.

Re-inforcements.
LONDON, November 4th.

The 2nd Batt. Inniskillin Fusiliers, one thousand strong, started to-day for the Cape in the *Servia*. One hundred officers and 1,437 men sailed from Queenstown to-day. The departure of several transports has been delayed, owing to a gale which has prevailed. The *Rapidian*, which sailed on the 1st inst. with the Royal Engineers, Army Service and Medical Corps, returned to Liverpool, having been damaged in a gale. The new liner, *Kildonan Castle*, has sailed with 3,000 troops, and about six more transports sail during the next few days.

November 6th.
The weather having moderated, those transports which had been detained have now sailed. The *Nineveh*, with the New South Wales Lancers, has arrived at Cape Town.

Another Engagement.
BOMBAY, November 6th.

A cablegram from the *Bombay Gazette* states that a Ladysmith wire on Thursday night re-

ports a further engagement, in which the Natal Brigade played a prominent part. Our guns fired three shots at the enemy's one, and all the Boer batteries. The Lancers, Hussars, Natal Carbineers, and the Border Rifles surprised the Boer Camp near Berster's Hill, and the Cavalry put the Boers to flight. The Boers lost heavily.

The N. S. Wales Lancers.
The New South Wales Lancers were entrained at Cape Town this morning, and proceeded northward immediately, but their destination is unknown. The *Times* this morning publishes a despatch from its correspondent at Ladysmith stating that the Boers had hitherto only one siege-gun posted, but are building emplacements for others.

The Evacuation of Colenso.
Reuter wires from Durban that the garrison at Colenso saved all their equipment. The enemy which occupied the place was a fresh Orange Free State commando of 5,000 strong.

TO-MORROW.
Thursday, 23rd November, 1899.

Chinese—21st of 10th moon of 25th year of Kwang-si.
Sun—Rises 6hr. 20min.
Sets 5hr. 15min.
High water—Afternoon 3hr. 35min.
Low water—Morning 7hr. 20min.
Afternoon 4hr. 55min.

ANNIVERSARIES.
1872—Death of Sir John Bowring, ex-Governor of Hongkong.

1881—Arrival of the Prince Albert Victor and George of Wales in the *Rachau* at Wosung.

1890—Death of the King of the Netherlands.

1892—American barque *Escoffier* lost in Gulf of Pechili.

1897—Fire in Third Street, Hongkong: 15 lives lost.

1898—Magie riots in India.

AGENDA.
TO-DAY.

Mr. Donabjee Nowrojee's Crysanthemum show, at Kowloon Hotel, closes.

Cargo ex *König Albert* subject to rent.

C. P. R. steamer *Empress of India* leaves for Victoria, B.C.

8.30—Meeting of the Victoria Lodge.

TO-MORROW.
Noon—N. Y. K. steamer *Kasai Maru* leaves for Vladivostok.

2.30—Auction sale of furniture at No 8 a Queens Road.

3 p.m.—Meeting of the Legislative Council.

4 p.m.—Cargo ex *Tantalus* subject to rent.

4 p.m.—Cargo ex *Patroclus* subject to rent.

4.15—Meeting of the Sanitary Board.

Pacific Mail steamer *Alcoa* leaves for San Francisco.

N. P. R. steamer *City of London* leaves for Victoria B.C. & Tacoma.

FRIDAY.
4 p.m.—Cargo ex *Benlomon* subject to rent.

N. Y. K. steamer *Kasuga Maru* leaves for Sydney and Melbourne.

SATURDAY.
Noon—P. & O. steamer *Hengal* with English mail leaves.

2.30—Auction Sale of Chinese Curios at Lamert's Sale Rooms, Duddell Street.

3.00—Foundation stone of the Tung Wah Hospital extension to be laid by H.E. the Governor.

N. P. R. steamer *Queen Adelaide* leaves for Victoria B.C. & Tacoma.

TUESDAY, 28th.
3 p.m.—Special Meeting of the Licensing Committee.

Messrs. Watson & Co's dividend warrants payable.

N. L. H. A. steamer *Bombay* leaves for Haue and Hamburg.

WEDNESDAY, 29th.
Register of shares in Messrs. Watson & Co opens.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Indian (*Chidra*) 24th inst.

English (*Coromandel*) 24th inst.

German (*Prinz Heinrich*) 28th inst.

American (*Hongkong Maru*) 29th inst.

Canadian (*Empress of Japan*) 2nd prox.

American (*China*) 7th prox.

Australian (*Taiyuan*) 13th prox.

The steamer *Taiyuan* left Sydney for Manila and Hongkong via usual Colonial Ports on 21st inst.

The steamer *Afridi* from New York for China and Japan left Singapore for Manila and Hongkong on the 21st inst.

HONGKONG AND WHARF DOCK RETURNS.

Isla de Cuba at Kowloon Dock.

Isla de Luzon " "

Stima " "

H.L.G.M.S. Deutschland " "

Italian " "

H.M.S. Whiting " "

Lung Tsing " "

U.S. Iris " "

Swedish " "

Adolph Obrij " "

D. Juan d'Anstria "Cosmopolitan."

Hengal " "

P. C. Kleen " "

City of London Aberdeen

PASSED THE CANAL.
Outward—17th October—*Arab*, *Avola*, *Queen Cristina*, 20th October—*Patroclus*, *Socotra*, *Telena*, 24th October—*Ambrisa*, *Asama*, *Catania*, *Khalif*, *Singapore*, 27th October—*Benalder*, *Glenarney*, *Oceanic*, *Kamakura Maru*, *Kirklee*, *Norman Isles*, 31st October—*Sarania*, *Afridi*, *Ulysses*, *Burma*, 3rd November—*Ernest Simon*, *Strathgyle*, 7th November—*Glenloch*, *Prinz Heinrich*, *Madoff*, *Cliff*, *Kostruma*, *Eleanor*.

Homeward—7th November—*Surfedon*, *Sado Maru*.

NOTANDA.

CALENDAR.
NOVEMBER.
Meteorological means based on fifteen years' observations to 1898.

Barometer 30.103

Thermometer 69.2

Humidity 65

Rainfall 1.302

TO-DAY.
WEATHER REPORT.

On date at On date at

Barometer 30.27 30.18

Temperature 67 72

Humidity 36 25

Rainfall — —

TO-DAY.
Wednesday, 22nd November, 1899.

Chinese—20th of 12th moon of 25th year of Kwang-si.

Sun—Rises 6hr. 19min.

Sets 5hr. 15min.

High water—Afternoon 3hr. 35min.

Low water—Morning 7hr. 20min.

Afternoon 4hr. 55min.

ANNIVERSARIES.

1835—Great Fire at Canton, 14,000 houses destroyed.

1877—Terrible boiler explosion on board the steamer *Vesta* in Hongkong harbour; 85 lives lost.

1879—John T. Delane, Editor of the *Times* died.

1894—Armed robbery in Winglok Street, two Chinese shot.

1898—Commercial *Modus Vivendi* concluded between France and Italy. United States offer \$20,000,000 gold for the Philippines.

TO-MORROW.
Thursday, 23rd November, 1899.

Chinese—21st of 10th moon of 25th year of Kwang-si.

Sun—Rises 6hr. 20min.

Sets 5hr. 15min.

High water—Afternoon 3hr. 35min.

Low water—Morning 7hr. 20min.

Afternoon 4hr. 55min.

ANNIVERSARIES.

1872—Death of Sir John Bowring, ex-Governor of Hongkong.

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.

[247a]

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THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOID and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

[1242]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c. &c. &c.

Cost Port Orders Executed.

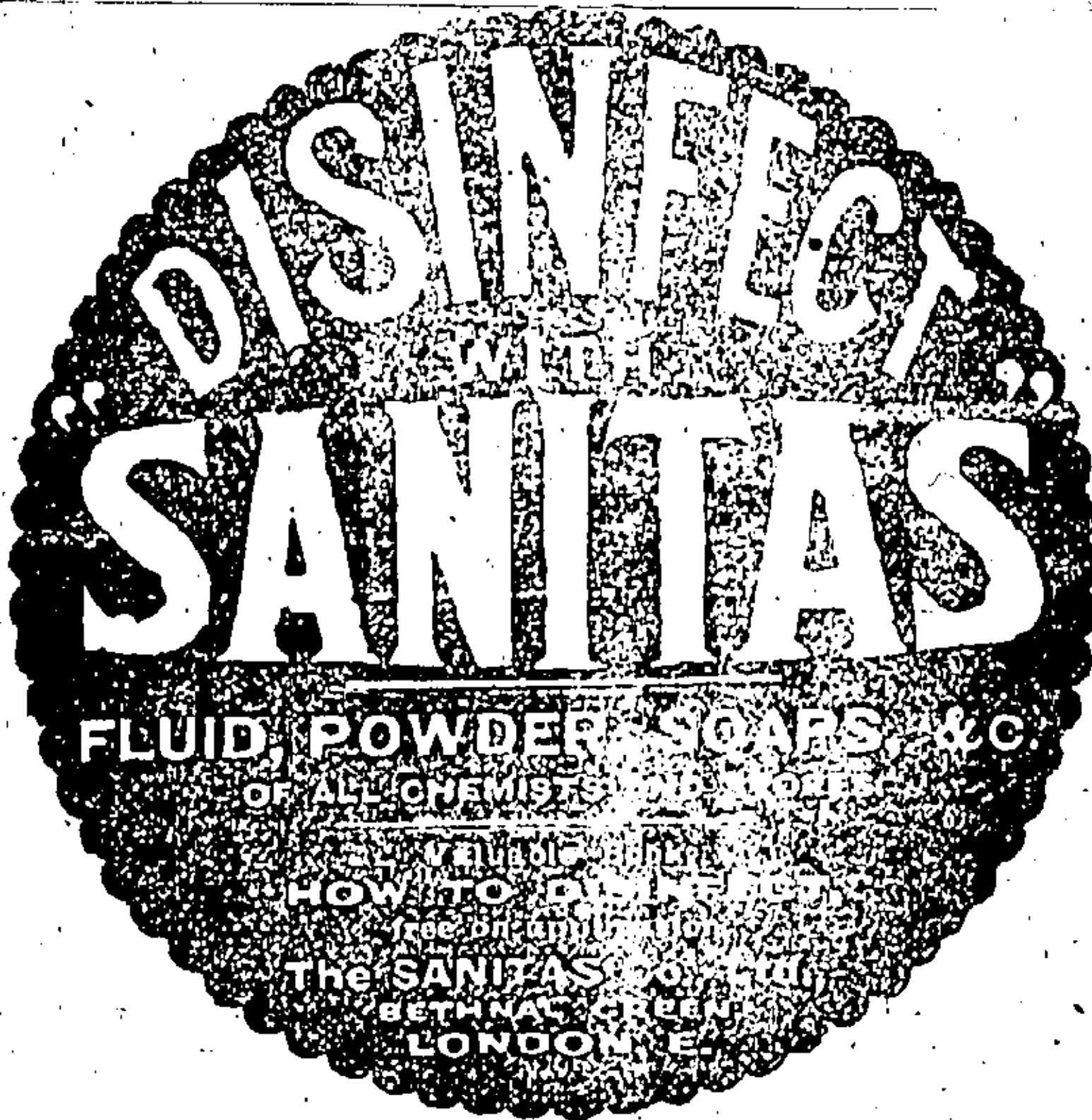
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Central, Hongkong. [18]F. CAZANOVE,
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GOLD MEDALS

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of the STOMACH and FACILITATE
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21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

DENTISTRY.

SUI SANG,

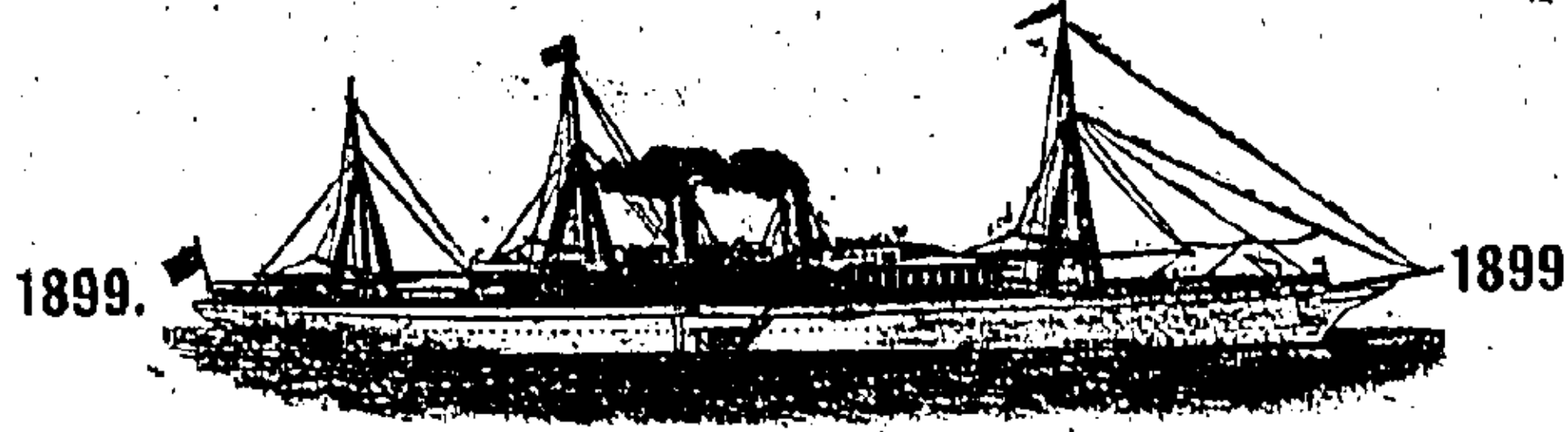
(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF

THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax New York, and Boston with all Trans-Atlantic Lines, which

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Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

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(second to none in the World), the LUNARIANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

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D. E. BROWN, General Agent,
Pettor's Street. [5]

Hongkong, 22nd November, 1899.

NORTHERN PACIFIC

STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London | 3,329 | R.W. Starr | Nov. 25

Quora Adelaide | 2,832 | F. McNair | Nov. 25

Spartan | 3,377 | W. A. Evans | Dec. 9

City of Dublin | 3,338 | J. R. Rae | Dec. 30

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-

GATION COMPANY.

Monmouthshire | 2,874 | W.A. Evans | Dec. 23

Aberdeenshire | 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to the

very cheap rates offered by the Line.

HONGKONG TO LONDON £45.

Excellent accommodation. First-class Tables.

DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the

American Continent. Magnificent Scenery of

the ROCKY and CASCADE MOUNTAINS.

THE YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the

first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate, and one

copy must be sent forward by the steamer to the

Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.

Hongkong, 22nd November, 1899. [4]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

HONOLULU and SAN FRANCISCO, The

UNITED STATES, MEXICO, CENTRAL and

SOUTH AMERICA, &c.

Lady Joyce | 3,191 | about | Nov. 30

Strathgyle | 3,023 | about | Dec. 15

Carlisle City | 3,002 | about | Dec. 31

THE Steamship

"LADY JOICEY,"

will be despatched for SAN DIEGO VIA

NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on or about THURSDAY, the

30th instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899. [133a]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on SATURDAY, the 25th

instant, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 11th November, 1899. [5]

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Thursday, 30th Nov.,

at Noon.

Doric (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Saturday, 23rd Dec.

at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Saturday, 20th Jan.,

1900, at Noon.

The Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on THURSDAY, the 30th instant, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained upon application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899. [2]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU	VLADIVOSTOCK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI	TO-MORROW, 23rd Nov., at Noon.
KAMAKURA MARU	KOBE and YOKOHAMA	TO-MORROW, 23rd Nov., at 4 P.M.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 24th Nov., at 4 P.M.
FUTABA MARU	NAGASAKI, KOBE and YOKO	SATURDAY, 25th Nov., at 4 P.M.
J. Thom	HANKOW, via SINGAPORE and	TUESDAY, 28th Nov., at Noon.
MIKE MARU	COLOMBO	FRIDAY, 1st Dec., at Noon.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY

THE FIGHT AT GLENCOE.

What was Anticipated—A Triple Movement.

GLENCOE CAMP, October 19th 8.30 p.m.
The Boers are coming on in great force. They were seen this afternoon at the Hattingspruit road by the employees of the Natal Navigation Collieries Company.
Seeing that an attack was threatened some of the officials mounted their bicycles and rode with all speed into Dundee to give information. A squadron of Hussars left the camp directly afterwards to reconnoitre.

They returned this evening with valuable information, but without having come into collision with the Boers. There is every indication that we are in for a tough fight.
The Boer plan of action, as it is now developing, appears to be to wedge one strong force of Burgheers between the Glencoe and Ladysmith Camps, thus preventing any communication between the two.

When this has been accomplished the commandos from De Jager's Drift and from Landman's Drift will attack Glencoe Camp on the flank.

The movements of the enemy clearly indicate this. While this movement is being carried into effect the commando which entered Natal through Tintwa's Pass is expected to make an attack upon Ladysmith Camp, operating not directly but on the flank.

As already wired, we are fully anticipating the opening of the battle at dawn to-morrow.—*Central News.*

THE BOERS FROM HATTINGSPRUIT.

GLENCOE CAMP, 18th Oct., 9 p.m.
On a report that Boers had been sighted seven miles out, a squadron of the 18th Hussars, under Major Laming, reconnoitred.

The patrol, under Lieut. Cape, on reaching the brow of a hill beyond Hattingspruit Station discovered a strong advance party of the enemy. The Hussars retired on the main body, which had been moved under cover and was ready to open fire.

But the enemy were not to be drawn. They delivered a heavy but ineffective fire, the Hussars having been manoeuvred out of range. Apparently the Boers were of the opinion that their rifle fire they retired. The falling light prevented the Hussars from following up their advance.

As the enemy made no further advance the reconnoitring party returned to camp. It is considered that the Boers see they have met their equals, if not superiors, in swift tactical movements.

THE BOERS FROM THE DRIFTS.

A scouting party with which I went out to-day met a strong Boer patrol eight miles from the camp. A sharp firing the Boers were driven back. There were no casualties on our side.

Two Boer spies were caught in camp this morning. Several commandos, advancing with the Boers' main body from Newcastle to Dundee, are marching to join a large force stationed at Doorn Berg, near Landman's Drift, 12 miles from Dundee.—*Reuter Special.*

Battle at Daybreak—An Artillery Duel.

GLENCOE CAMP, Friday, 8.35.

(Express Message).
As anticipated last night, the Boer attack upon this place opened at daybreak. The Burgheers had during the night brought up their artillery, and got them into position on a hill overlooking Dundee.

At the first streak of dawn they opened fire, dropping shells near our position, making in different practice. Our guns at once replied. Their artillery was no match for ours. Gun after gun was silenced, and in half an hour not a single Boer gun was replying to our own.

Then our rifles were ordered out, and, taking advantage of the ground, kept up a hot fire. The Boers answered from their position. But our men were too many for them, and after a prolonged struggle the Burgheers fell back.

Our troops, rushing up the hill, captured the Boer entrenchments and five of their guns. DUBLIN FUSILIERS' GALLANTRY.

8.30 a.m.
The credit on the infantry side to-day must be accorded to the Dublin Fusiliers. Their dash was splendid, and they fought coolly and steadily when the bullets were flying. They were first in the Boer lines and captured the guns.

The British Artillery work was beyond praise.—*Central News.*

Dublin Fusiliers Lead the Charge.

GLENCOE CAMP, Friday, 9.30 a.m.

The Boers got their artillery into position on the top of a ridge of hills and opened fire at about the longest effective range. It was scarcely light before the first shell went over the camp.

When broad daylight came the enemy were easily located and our guns quickly opened fire upon them. As soon as it was seen that several of the enemy's guns had apparently been silenced a general advance against the Boer positions was ordered.

IN FULL FLIGHT.

The infantry, the Dublin Fusiliers leading, quickly moved over some difficult ground, gradually forcing their way without a check right up to the summit of the ridge, and engaged the enemy on his chosen ground.

It had been speedy work, for at nine o'clock the Boers were beaten and were in full retreat, leaving five guns in our hands.

As the enemy suddenly moved off, our Field Artillery shelled them at every opportunity, and kept them within range despite the difficulties of the ground.

The 18th Hussars and Mounted Infantry pressed the retreating enemy assiduously, and the infantry kept them within reach of their rifles.

The losses on both sides are considerable already.—*Central News Special Correspondent.*

DEADLY RIFLE FIRE.

While the infantry were steadily advancing up the hilly ground and scaling steep heights, the Boers, despite the heavy artillery fire which was kept upon them by our batteries, maintained a rifle fire which at times was deadly.

The Boer artillery before this had ceased to respond to our guns, and when the Fusiliers and the Royal Rifles made the final rush to the top of the eminence known as Glencoe or Smith's Hill, they had not to face shell.

The final rush was made with a triumphant yell, and as our men charged to close quarters the enemy turned and fled, leaving all their impediments and their guns behind them in their precipitate flight.

While this was going on, one battery of artillery, the 18th Hussars, and the Mounted Infantry, with part of the Leicester Regiment had got on the enemy's flank, and as the Boers streamed wildly down the hills, making for the main road, they found that their retreat had been cut off.

BOERS FIGHT BRAVELY.

But they rallied for a while, and there was severe firing with considerable loss on both sides. Many of the enemy have surrendered. The engagement proper ended at half past one, but occasional firing is still to be heard.

A rough estimate places our losses at 250 killed and wounded, and that of the enemy at 800.

The victory of the British arms has been great and complete after six hours, hard fighting. Gen. Symons is amongst the seriously wounded.—*Central News Special Correspondent.*

Brilliant Success.

MAJUBA HILL OVER AGAIN, ONLY WITH THE POSITIONS REVERSED.

GLENCOE, Friday.
To-day's engagement, has resulted in a brilliant success for the British arms.

The Boer position was attacked and carried by assault at one o'clock this afternoon. Four of the enemy's guns were captured by the British troops. The enemy fled, and are being pursued by horse artillery and cavalry.

The fight to-day was an almost exact counterpart of Majuba, with the difference that the positions were reversed.

Gen. Symons was severely wounded, but it is believed that the wound is not dangerous.—*Reuter.*

TALANA HILL.

After eight hours' continuous and heavy fighting Talana Hill was carried by the Dublin Fusiliers and the King's Royal Rifles under cover of a well-served artillery fire from the 13th and the 60th (quarry 6th or 6th) field batteries.

The Boers who threatened our rear have retired.—*Reuter.*

Retreat on Hattingspruit.

DUNDUN, Friday.
According to official advices published here, the Boers retreated from Hattingspruit this morning.—*Reuter.*

Wednesday's Fight.

DESPERATE STRUGGLE NEAR LADYSMITH.

LADYSMITH, 19th Oct., 11 a.m.
The Carabineers and the Border Mounted Rifles, who were in action with the enemy nearly all day yesterday, returned here at three o'clock this morning.

They fell back fighting in face of some 2,000 of the enemy.

The British were several times nearly cut off, but their Maxim gun held the Boers in check. Natives coming through report that 16 Boers were killed.

The enemy were several times within 300 yards of the British force, but their shooting was bad. The Carabineers have lost all their light kit.

Lieut. Galloway is missing, and one man is slightly wounded. The men speak highly of the conduct of their officers in action.

Numbers of mounted Basutos were seen among the Boers.

THREE DAYS IN THE SADDLE.
The Carabineers and Border Rifles have been three days and two nights in the saddle. The total number of Boers in action was estimated at about 2,000.

The men have returned in excellent spirits but are greatly fatigued. They have been without food for twenty-four hours. The Maxim gun did signal service in stopping rushes of the enemy.

The Border Mounted Rifles at Besters when in danger of being cut off made a detour and thus got through. The Boers have a large wagon train and artillery.—*Reuter Special.*

AN OUTPOST SKIRMISH.
LADYSMITH, October 16th 7.20 p.m.
This morning an officer's patrol, under the command of Major Ayle, penetrated the Boer outpost at Besters Station. The enemy opened fire on the party, but no one was hit.—*Reuter Special.*

Official Statement.—Enemy has Retired.
(Received 2.0 a.m.)

LADYSMITH, 19th October, 9.30 p.m.
"Boers commenced descending Western Passes on Tuesday, and came in contact with my patrols."

"Yesterday they continued their advance, halting for the night with their left flank at Bester station, their centre at Blue Bank, and their right near retired at Acton Homes."

"Lieut. Galloway, Natal Carabineers, is missing; Trooper Spencer, Natal Carabineers, slightly wounded."

"I moved my camp into a position I have selected with the object of covering the town of Ladysmith, and hoped that to-day the Boers might have been sufficiently near me to strike a blow."

"To-day, however, enemy seems to have retired west, patrols getting touch nowhere, except with comparatively small body at Besters station."

TRAIN CAPTURED BY BOERS.
"Railway communication with Glencoe Junction was cut to-day at Elandslaagte, where they captured a goods train, by a Boer force advancing over Biggarsberg Nek."

"The communication by telegraph has been still open, via Greytown."

THE FIGHT AT ELANDSLAAGTE.

LONDON, October 24th.
The Daily Mail publishes the following description of the battle of Elands Laagte from its special war correspondent, G. W. Stevens, filed at Ladysmith: "The battle was a brilliant, complete success. The Boers numbered from 1200 to 2000, and probably had about 100 killed and 150 wounded. The fight itself was like a practical illustration of hand-book tactics, each arm represented doing its proper work to perfection. The Gordon Highlanders, in their attack, advanced in magnificent order. They were immediately saluted with a heavy fire which told from the first."

"Their Major fell with a bullet in his leg, but as he lay where he fell he lit a pipe and smoked placidly while the advance continued. As man after man dropped, supports were rushed into the firing line, our men darting from cover to cover, splendidly led and ever advancing. As ridge after ridge was won the Highlanders still found a new ridge confronting them, and thus they fought their bleeding way until the final ridge was reached, with nearly every officer down."

"Then, slamming every available man into the firing line, Manchester, Devons and Light Horse all mixed, with bugles chanting to advance, bayonets shrieking and the battle a confused surge, our men swept yelling forward and the position was won. Meanwhile squadrons of Lancers and Dragoons lapped round the Boer left flank, catching the enemy as they retired in confusion, going, and stamping them in places, and the commando was not."

The Daily Telegraph says: General French commenced the action at 6.30 a.m. The enemy had only just finished coffee when they were surprised and nearly all our prisoners were caught in the vicinity of the captured train. The mining and railway officials escaped from the enemy and came into us, to the number of thirty-seven whites, besides many natives and coolies.

Both of the latter classes had been robbed and compelled to work by the Boers, but the

whites were treated fairly well, though they were made to take an oath to remain neutral, etc.

"A Boer sergeant, a native of Cape Colony, hid his rifle and came in with twenty of his late captives."

"The Manchester Regiment, with the characteristic hardihood of British infantry, all marched straight back at the enemy, too often careless of taking cover, despite the rattling hissing and spitting of the Mauser bullets. Tommy Atkins says in effect: 'What! What hide from yokes! Let 'em shoot!' Discipline has its drawbacks as well as its advantages, and our soldiers who have learned the Boer tactics are now capable of readjusting the mistakes of the past."

"The panorama was heightened and coloured by the red hue of gun flashes and shots torn along, tearing through the air like express trains in tunnel, bursting noisily and spouting flame, lead and steel, which hissed like hot iron dropped into water. The places of explosion were marked by clouds of earth and a nimbus of white smoke."

"The enemy bobbed about over the rocks like 'jacks-in-the-box, firing heavily at us and with fair accuracy, for the magazine Mauser rifle is a terrible weapon, although it inflicted clean wounds. Many of them used explosive bullets."

"Boer shells were mostly percussion and threw up volleys of mud and stone about our gun crews. It should be noted that, especially on rocky ground, percussion shells give better results than high-bursting shrapnel."

"Colonel Scott-Chisholm of the Imperial Light Horse courted disaster by waving his scarf to give encouragement to his men, who really needed none. Suddenly somebody showed a white flag and Colonel Hamilton tried to stop the fighting, but the party of Boers encoined on a conical hill took advantage of the lull to deliver a heavy volley of shot. The Highlanders and the Manchesters were rendered more savage than ever by this and redoubled their energy, for the Boers in the hollows were delivering a flanking fire."

"Our Tommies got wonderful quantities of loot from silk hats and frock coats to beaded Kaffir loin cloths. It was a sight to-day to see them loaded with their booty."

"Although we gave the prisoners the best seats around the camp fires, many of the poor wounded had to lie out on the bare hillsides, where they spent a terrible night. One cried: 'For God's sake give us water. Get a doctor for us. Out here are British and Boers.' One man fired round after round from his revolver to attract attention to his whereabouts, for the field of battle covered miles. The Boers say that the kills of the Gordon Highlanders made them conspicuous targets."

"The Daily News says: 'The approaching fall of darkness was a great factor in the last phases of the fight, making the capture of the position at once absolutely imperative. By this time the crack of rifles and the rattle of Maxims had become absolutely furious. Our men understood the necessity well enough. Nothing for us. Out here are British and Boers.' One man fired round after round from his revolver to attract attention to his whereabouts, for the field of battle covered miles. The Boers say that the kills of the Gordon Highlanders made them conspicuous targets."

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UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Ab Moos, Mrs.
Allsopp, G. F. E.
Abbott, E.
Beck & Co. A.
Brooks, Captain J. S.
Bingham, J. E.
Barker, A. M.
Baber, Miss
Blum, M.
Bird, E. G.
Balmer, Miss J.
Buckley, P.
Bachmann, Mrs. E.
Barraud, N.
Bowman, W.
Bingham, Mrs.
Borrowdale, J. T.
Breitag, Mrs. L.
Corrard, Mrs.
Crawford, T. C.
Cohen, M. C.
Cahill, Miss
Crawford, F. O.
Cong, C.
Chubb, A.
Camillo, C.
Choussat, P.
Colnet, Miss M.
Chanson, Mme.
Clemens, Mrs. J.
Cove, Miss P.
Cooke, J.
Dandery, F. J.
Dunlop, Mrs. J. A.
Dunche, Mons.
Debeaux, R.
Dade, Mons.
Dubbers, A.
Dillon, E. C.
Dark Yeona, Mons.
Dahli, L.
Deszo, D.
Eidelshtein, P.
Edoff, Mrs. C.
Fullard, Dr. W. A.
Francis, Mr.
Finney, Mrs.
Fennell, A.
Foady, C. F.
Graham, Miss L.
Guerra, T.
Glasse, Mr.
Gough, W.
Gott, L.
Goetz, L.
Hutchinson, Mrs. F.
Hofstad, L.
Hartung, W. A.
Hart, Mrs. C.
Hawer, Mrs. C.
Hudson, L. A. K.
Heinsen & Co. C.
Hesketh, S. B.
Harrison, W. H. C.
Hayes, Mr.
Havitt, Maria
Hold, J. G.
Jones, Jas.
Johnston, A. H.
Joseph, L.
Kunkel, M.
Kaim, J. J.
Kain, J. J.
Lee, P. M.
Loyd, G. R.
Lock, H. S.
Lambe, W. P.
Lawson, H. L. W.
Lchmann, A.

Marti, A. B.
Meltman, H.
Mamedine, E.
Mansfield, Miss M.
Marthens, A.
Moses, H. E. H.
McRay, A. L.
MacDonald, Mrs. E.
Moore, G. H.
McLeod, Mr. and Mrs.
Moldajad, P.
MacLagan, Miss
Marini, Sig.
Mitchell, J.
McClay, J. P.
Nathan Sons, N. P.
O'Donoghue, Miss M.
Odin, U.
Pencil, C. H.
Peschel, L.
Parsell, L. L.
Pantoch, T.
Parridge, C.
Piemonge, T. F.
Pachey, Mons.
Paya, S.
Prynn, F. J.
Pelley, E. Le
Paulsen, Dr. A.
Robinson, Mr.
Rosa, Mr. de
Rottenberg, K.
Geyndels, J.
Stanley, J. W.
Scott, Mrs. M. K.
Scott, Dr. A. K.
Schneider, H. M.
Schubertmann, V.
Sait Mian Abdul
Karim Ali
Mohamed
Strongfield, Sir M. K. Y.
Sydney, W. A.
Scott, J. G.
Thomson, R.
Tress, M. P.
Tabor, Miss H.
Tompson, C. H.
Tompson, H.
Voelkel, R.
Willyoughy, Capt. J. T.
Walker, H.
Wilckens, H.
Weismann, B.
Watson, E. R.
Walter, E.
White, J. B.
White, S. S.
Whitclaw, W. R.
Williamson, R.
Wing Hup
Young, G. W.
Young & Lawson,
Messrs.
Zulani, F.

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Meltman, H.
Mamedine, E.
Mansfield, Miss M.
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Moses, H. E. H.
McRay, A. L.
MacDonald, Mrs. E.
Moore, G. H.
McLeod, Mr. and Mrs.
Moldajad, P.
MacLagan, Miss
Marini, Sig.
Mitch

JAPANESE MEN-OF-WAR.

